SAILING DIRECTIONS CORRECTIONS

PUB 126 7 Ed 2002 LAST NM 45/02

Page 43—Lines 37 to 39/L; read:

Caution.—A shoal, with a depth of 40m, lies about 1.3 miles, bearing 279˚, from the W extremity of Tau Island. It lies in an area that has experienced submarine volcanic action. Volcanic activity was reported (2001) approximately 36 miles SE of Tau Island in position 14˚34.5'S, 168˚55.5'W.

(BA NM 39/02, Section IV) 48/02

PUB 140 2 Ed 2001 LAST NM 47/02

Page 172—Lines 7 to 8/L; read:

3187 Horten
Norway
3. Via facsimile at 33-03-46-80

(BA NP 58B, Supp. 8/02) 48/02

Page 176—Line 46/R; insert after:

New graphic titled **Poland Firing Areas** from back of this Subsection.

(Pol Annual Notice No. 11 of 2002) 48/02

Page 196—Line 25/L; insert after:

Area LE-D90A

Bounded by lines joining the following positions:

a. 36˚26'00.7"N, 6˚35'00.4"W.
b. 36˚27'20.0"N, 6˚32'54.0"W.
c. 35˚58'47.2"N, 6˚21'49.2"W.
d. 35˚58'47.2"N, 6˚41'00.1"W.

Area LE-D90B

Bounded by lines joining the following positions:

a. 35˚58'47.2"N, 6˚21'49.2"W.
b. 36˚13'38.4"N, 6˚27'34.2"W.
c. 36˚27'35.6"N, 6˚14'55.1"W.

Area LE-D90C

Bounded by lines joining the following positions:

a. 36˚27'20.0"N, 6˚32'54.0"W.
b. 36˚29'00.0"N, 6˚30'00.9"W.
c. 36˚29'04.4"N, 6˚25'11.5"W.
d. 36˚27'35.6"N, 6˚14'55.1"W.
e. 36˚13'38.4"N, 6˚27'34.2"W.

Area LE-D100

Bounded by lines joining the following positions:

a. 36˚42'46"N, 6˚26'24"W.
b. 36˚45'30"N, 6˚23'00"W.
c. 36˚52'00"N, 6˚10'30"W.
d. 36˚41'05"N, 6˚08'16"W.
e. 36˚41'07"N, 6˚25'09"W.

(Spn NM 45/01, Section 4;
Spn Derrotero 2, Tomo II, Supp. 2/99) 48/02

Page 206—Line 17/L; insert after:

Advance notification for merchant shipping

The vessel's master or representative must give advance notification to the Swedish Coast Guard no less than 24 hours prior to arrival. The form titled *Notification in Advance* should be used. The document can be obtained from the Internet, as follows:

Swedish Coast Guard Home Page
http://www.kustbevakningen.se

Any changes should immediately be reported to the Swedish Coast Guard. Any change in departure time should be reported not later than 4 hours in advance.

(11(234)01 Norrkoping) 48/02

PUB 153 9 Ed 2000 LAST NM 47/02

Page 12—Line 56/L; read:

115˚48'W.), marked by a light and a racon, lies 9 miles SSE of Punta Baja.

(US NM 45/21005/02) 48/02

PUB 154 8 Ed 2002 LAST NM 46/02

Page 29—Line 44/R; read:

may best be seen on the chart, has three precautionary areas

(US NM 48/17518, 18421/02) 48/02

PUB 159 8 Ed 2002 LAST NM 42/02

Page 126—Line 14/L; read:

hama Channel.

(BA NM 30/02) 48/02

PUB 160 2 Ed 2002 LAST NM 47/02

Page 90—Line 13/R; read:

ports in the Bay of Bengal and is further described at the end of this section.

(NIMA) 48/02

Page 93—Line 11/L; insert after:

Extended System—Explanation

These special signals are shown in many ports in the Bay of Bengal. These signals help locate areas of bad weather in the Bay of Bengal with some degree of certainty, even though the indicated bad weather may be located a considerable distance from the coast. The Bay of Bengal is divided into six Sections, along with a corresponding Section Signal, as shown in the accompanying graphic.

At ports not threatened, the Section signal for the affected Section is displayed below the General System Signal I or the General system Signal II and indicates the general position of the bad weather in the Bay of Bengal. some examples of the Extended System are, as follows:

1. **Bad weather located in Section 5**—A horizontally-disposed cylinder (General Signal I) displayed over a black cone, point up (Extended System Section Signal 5).

PUB 160 (Continued)

2. **Storm located in Section 2**—A vertically-disposed cylinder (General Signal II) displayed over a vertically-disposed cylinder (Extended System Section Signal 2) would be shown at all ports which are not directly affected by the storm. If the port itself is threatened, only the signals of the General System would be displayed.

If the storm center is near the boundary of two Sections, two Extended System Section Signals will be given. The first Extended System Section Signal will indicate which Section the storm center is in; the second Extended System Section Signal will indicate the neighboring Section.

If the storm center is near the boundary of three Sections, three Extended System Section Signals will be given. The first Extended System Section Signal will indicate which Section the storm center is in; the second Extended System Section Signal will indicate the nearest adjoining Section; and the third Extended System Section Signal will indicate the remaining Section.

(BA NP 21) 48/02

Page 93—Line 11/L; insert after:

New graphic titled **Indian Extended System** from back of this subsection.

(BA NP 21) 48/02

PUB 161 8 Ed 2002 LAST NM 47/02

Page 126—Line 50/R to Page 127—Line 7/L; read:

Depths—Limitations.—The port can accommodate vessels up to 70,000 dwt with a maximum draft of 13m.

The South Quay consists of five terminals, all with an alongside depth of 14m. Terminals B1 through B4 are container terminals, each with a berth length of 300m. The Laem Chabang International Terminal, located at B5, is 400m long.

The North Quay consists of six terminals, all with maximum depths alongside of 14m, except Terminal A0. Terminal A0, which is used for coastal traffic, has a length of 250m and a maximum depth of 10m. Terminal A1, a cruise terminal, has a 365m long berth, and can handle vessels up to 70,000 dwt. Terminals A2 and A3 are multi-purpose, and have lengths of 400m and 350m, respectively, with berths to accommodate vessels carrying sugar and molasses. Terminal A4 is for agri-bulk, with a length of 350m. Terminal A5 is for coal and general cargo and has a length of 225m.

(PUBS 037/02) 48/02

Page 127—Line 9/L; insert after:

Regulations.—There is a VTS to monitor traffic and assist with navigation within the Laem Chabang harbor limits.

(BA NP 286(4)) 48/02

Page 127—Line 32/R; insert after:

The Siam Seaport Terminal has four berths, with a total quayage of 745m. The terminal can handle bulk, break bulk, steel, wood, chemical, and agricultural cargos.

(PUBS 036/02) 48/02

PUB 174 8 Ed 2000 LAST NM 38/02

Page 87; replace with below:

New graphic titled **Sector 8—Chart Information** from back of this Subsection.

(NIMA) 48/02

PUB 180 3 Ed 2002 LAST NM 47/02

Page 67—Lines 23 to 28/L; read:

vessels on a voyage to or from Greenland ports and places of call.

2. COASTAL CONTROL (KYSTKONTROL)—For vessels navigating between ports and harbors along the Greenland coast. This system is compulsory for all vessels of 20 grt and over, and all fishing vessels, on a voyage between Greenland ports and places of call. Other vessels are invited to participate in the system. Ships on

(PUBS 028/02) 48/02

Page 67—Lines 3 to 4/R; read:

See the Appendix for more information on the format of

(NIMA) 48/02

Page 67—Line 11/R to Page 68—Line 10/L; read:

COASTAL CONTROL (KYSTKONTROL)

There are four types of COASTAL CONTROL reports:

1. Sailing Plan (SP).—The SP is sent as a first report upon departure.

2. Position Report (PR).—If the voyage will be over 24 hours in duration, and the vessel is equipped with a radio, a PR will be sent at least once every 24 hours to the Coast Radio Station to which the SP was addressed.

3. Deviation Report (DR).—A DR will be sent to the Coast Radio Station to which the SP was addressed, as follows:

a. If there are any changes to the information given in the SP.

b. If the arrival time increases by more than 1 hour.

4. Final Report (FR).—The FR is sent to the Coast Radio Station to which the SP was addressed immediately upon arrival at the vessel's destination.

The first line of a COASTAL CONTROL message is one of the following:

Type of Report	Format
SP	COASTAL CONTROL/SP//
PR	COASTAL CONTROL/PR//
DR	COASTAL CONTROL/DR//
FR	COASTAL CONTROL/FR//

See the Appendix for more information on the format of COASTAL CONTROL messages.

For the purpose of transmitting COASTAL CONTROL messages, Greenland waters have been divided into a number of control areas, each based on a Coast Radio Station. The limits of these areas are, as follows:

PUB 180 (Continued)

1. Coast Radio Station Ammassalik (OZL)—East coast N of 60˚31'N.
2. Coast Radio Station Qaqortoq (OXF)—East coast S of 60˚31'N and W coast S of 61˚30'N.
3. Coast Radio Station Aaslaat (OYR)—West coast N of 61˚30'N.

All reports should be addressed to the appropriate Coast Radio Station. The report shall begin with the word COASTAL CONTROL Reports with this prefix are carried free of charge
(PUBS 028/02) 48/02

Page 69—Line 2; read:
GREENPOS/COASTAL CONTROL (KYSTKONTROL) Message Reporting Format
(PUBS 028/02) 48/02

Page 87—Lines 38 to 39/R; read:
3187 Horten
Norway
3. Via facsimile at 33-03-46-80
(BA NP 58B, Supp. 8/02) 48/02

PUB 192 7 Ed 2000 LAST NM 42/02
Page 24—Line 25/L; read:
breakwaters. Nine conspicuous wind generators stand along the E breakwater, which extends 0.8 mile SSE from the S end of Link End. South Harbor is situated close within the entrance
(BA NP 54) 48/02

Page 40—Lines 47 to 48/L; read:
depth in the channel as far as Hull Roads was reported (1999) to be 6.2m.
(BA NP 54) 48/02

Page 43—Lines 52 to 55/L; read:
and passenger vessels. A covered steel berth is situated at the SE end of King George Dock on the site of a former drydock. It can handle vessels up to 127m in length, 20.1m beam, 7m draft, and 13.5m air draft.

Riverside Terminal 1, a ro-ro jetty, is situated 0.3 mile W of the entrance to King George Dock. It provides a berth for vessels up to 180m in length and 6.5m draft.
(BA NP 54) 48/02

Page 95—Paragraph 15, line 50/L; read:
Route.
(NIMA) 48/02

Page 95—Line 10/R; read:
to Nieuwpoort.

Pilotage.—It is reported (2002) that all boarding of pilots in the roads of the Belgium ports of Nieuwpoort, Oostende, and Zeebrugge has ceased.

All vessels over 80m in length and 2.2m draft bound for a Belguim coastal port, except those with a pilotage exemption, must embark a pilot at the Wandelaar Pilot Station (51˚22.5'N., 2˚43.0'E.). For details of the Wandelaar Pilot Station, see Pilotage under Westerschelde (paragraph 6.7).
(20(129)02 Oostende) 48/02

Page 99—Lines 39 to 41/L; read:
2. Vessels with a Netherlands destination, as follows:
a. Vessels over 75m in length and 5.5m draft in the fairway between Schouwenbank Lighted Buoy and Vissingen Oost.
b. Vessels over 75m in length in all other fairways.
c. All vessels carrying oil, gas, or chemicals (fully loaded, partially loaded, or empty but not gas free).
(BA NP 286) 48/02

COAST PILOT CORRECTIONS

COAST PILOT 2 31 Ed 2001 Change No. 21
LAST NM 45/02
Page 133—Paragraph 90, lines 3 to 6; read:
in an area of shifting sandbars and is subject to shoaling. In February 2002, the controlling depth in the entrance channel was 6.0 feet.
(CL 1537/02; BPs 178437-38) 48/02

Page 134—Paragraph 100, lines 4 to 8; read:
entrance is protected by jetties. In June 2002, the controlling depths were 4.2 feet (5.8 feet at midchannel) to Buoy 4, thence 6.0 feet at midchannel to the anchorage basin with depths of 4.8 to 6 feet in the basin, except for lesser depths along the edges. In 1993, a submerged obstruction was reported ...
(CL 1676/02; BPs 178730-31) 48/02

Page 137—Paragraph 148, lines 6 to 8; read:
village. In 1981-October 2001, a privately dredged channel, with a reported controlling depth of 4 feet, leads from Cotuit Anchorage to off **Cotuit Highlands**; thence in July 2001, a winding channel, with a depth of 6 feet, ...
(CL 1198/02; NOS 13229) 48/02

Page 169—Paragraph 196, lines 4 to 5; read:
mile. The name of the bridge, type, and clearance follows: Washington Bridge ...
(CL 1515/02; CL 509/02; CL 1716/01; BP 176927) 48/02

Page 274—Paragraph 195; strike out.
(CL 1262/02; NOS 12402;
CL 1864/02; BP 179080) 48/02

Page 279—Paragraph 264, line 6 to Paragraph 265, line 4; read:
In May 2002, the dredged channel had a controlling depth of 5.0 feet (6.3 feet at midchannel).

Matawan Creek, entered at the head of Keyport Harbor, is used mostly by local craft. In May 2002, the controlling depth was 3.6 feet to the first highway bridge, thence 2.3 feet

COAST PILOT 2 (Continued)

to the Route 35 highway bridge, thence in 1981, 2 ...
(CL 1317/02; BPs 178164-67) 48/02

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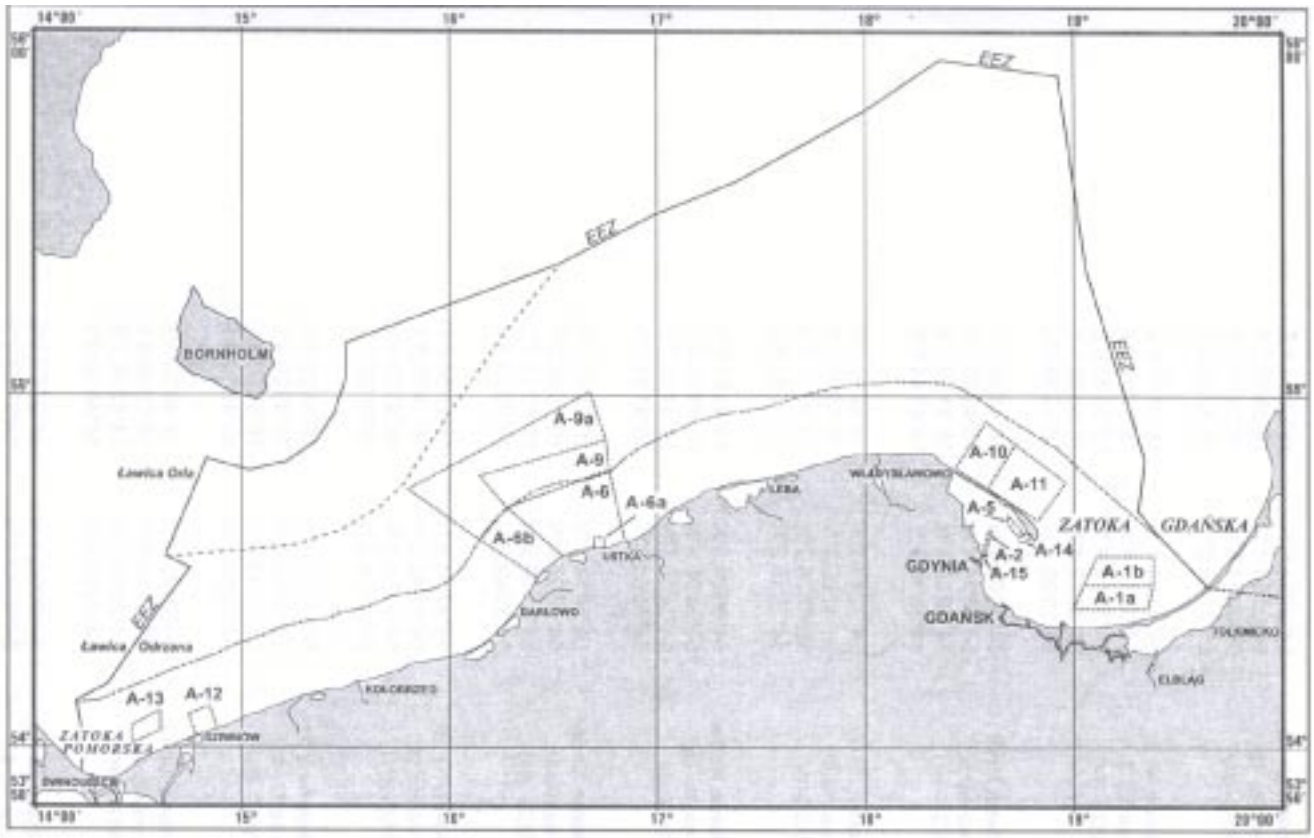
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A-13
A-12
ZATOKA POMORSKA
LEBA
WŁADYSŁAWOWO
A-10
A-11
A-5
ZATOKA GDAŃSKA
A-2
A-14
A-15
GDYNIA
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PUB 140

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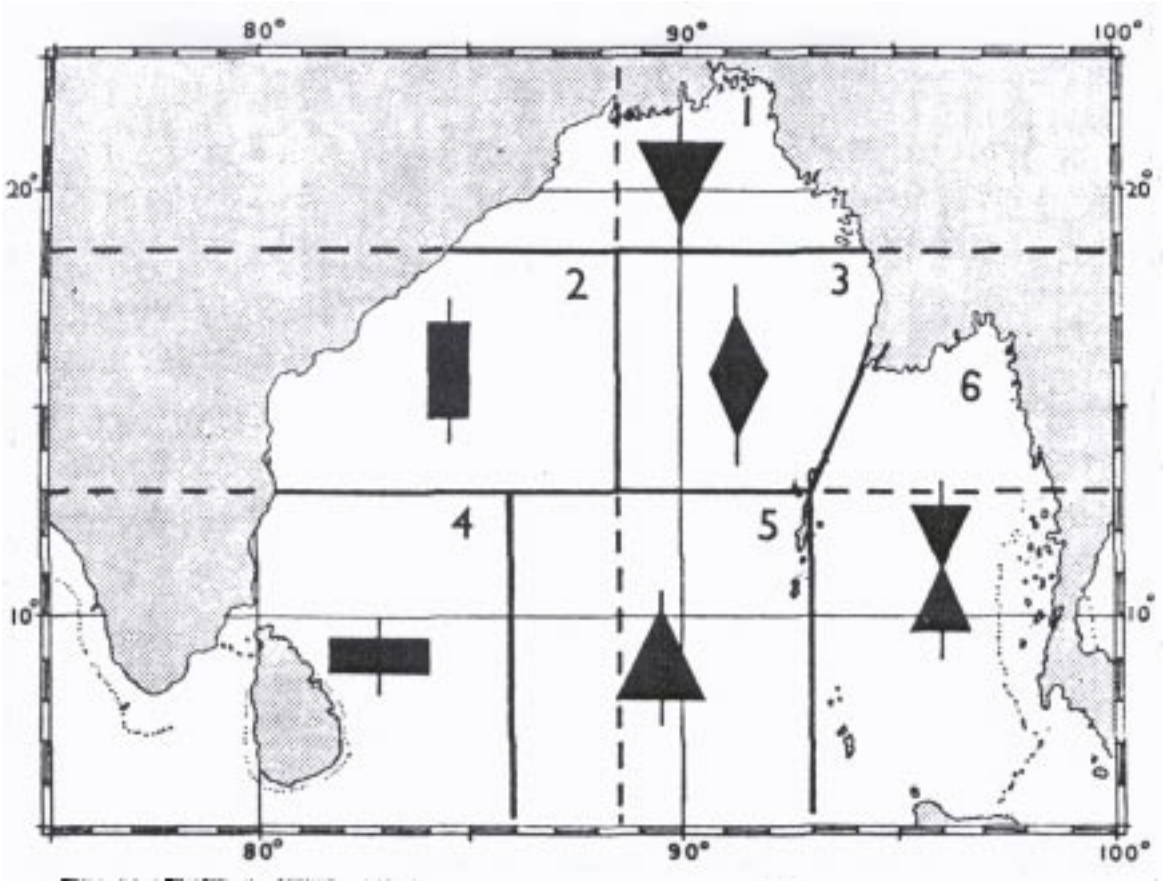

PUB 160

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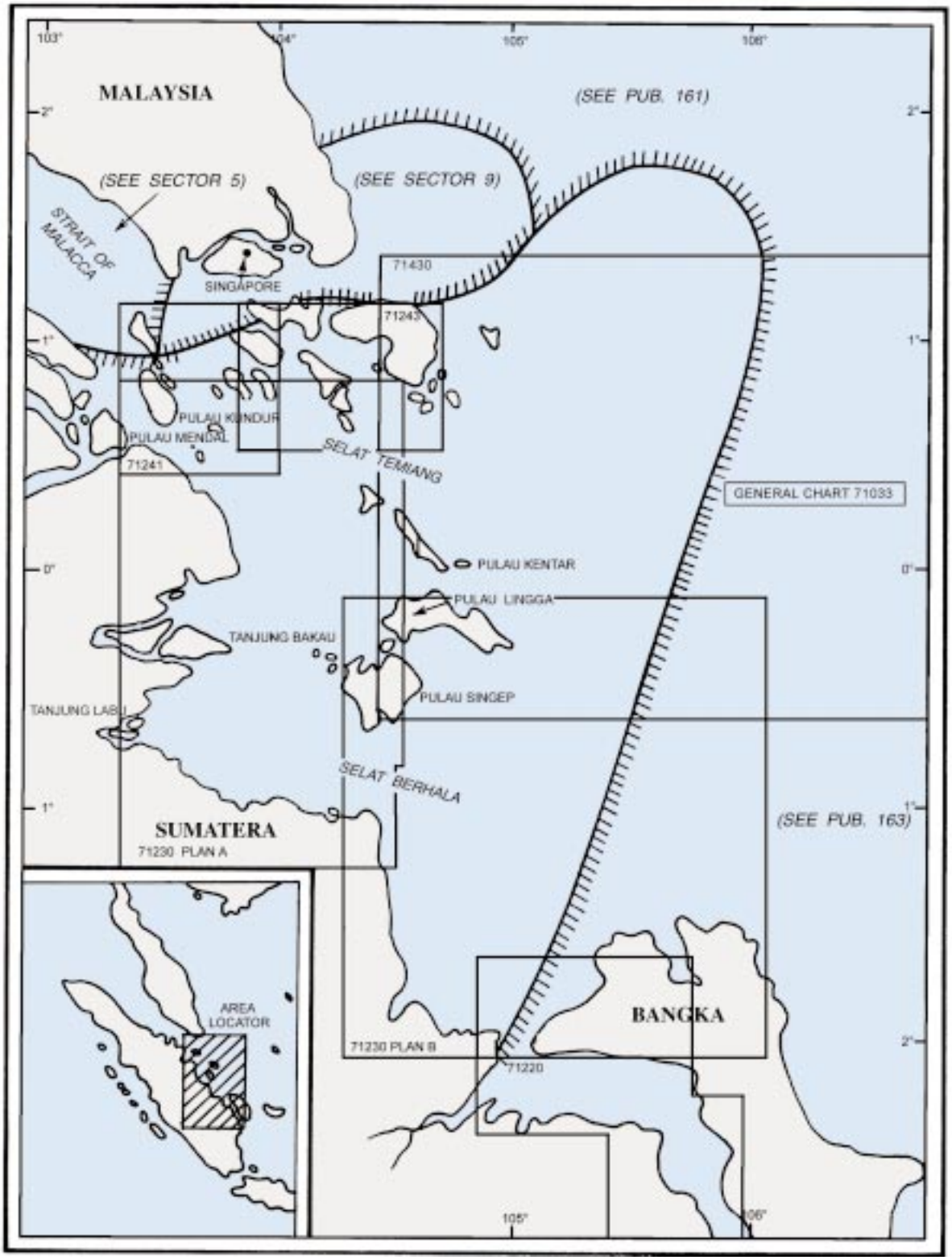
MALAYSIA
(SEE PUB. 161)
(SEE SECTOR 5)
(SEE SECTOR 9)
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71243
PULAU KENDUR
PULAU MENDOL
71241
SELAT TEMIANG
GENERAL CHART 71033
PULAU KENTAR
PULAU LINGGA
TANJUNG BAKAU
PULAU SINGEP
TANJUNG LABU
SELAT BIERHALA
SUMATERA
71230 PLAN A
(SEE PUB. 163)
AREA LOCATOR
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PUB 174